



Vigor Restored BY Paine's Celery Compound

Mrs. Alice Terry Wood, 515
Highland Street, Helena Mon., writes:

"I can say to all that I believe Paine's Celery Compound a great medicine. I should have been in my grave if it hadn't been for that, and I can say to all that are tired and run down to try it and they will find relief at once.

"My trouble was general weakness, with no strength or appetite, and heart trouble. I have taken four bottles of it and feel like a new person. Now I have a good appetite, do all my work, and feel well."

Paine's Celery Compound will reinforce weakened and irritated nerves. Nerve fibre is made and nerve force increased. The liver, stomach and kidneys are kept in healthy action. The blood is made full of nourishment. The body does not suffer exhaustion or wearing pains but is constantly sustained in health and vigor.

WHERE PORTLAND OUGHT TO WIN

Call For Bids for Furnishing the
Government a Quantity of Supplies.

3,000 TONS OF HAY WANTED

The Stuff to Be Delivered at Either
Portland, Seattle or San
Francisco.

Post-Intelligencer.
Acting under instruction from Quartermaster General Ludington, Assistant Quartermaster Robinson of San Francisco has issued a call for bids for furnishing the government a quantity of forage and supplies for the Philippines, including 3,000 tons of baled hay and 2,000 tons of the best quality white oats. Simultaneously, bids were asked in San Francisco, Portland and Tacoma for furnishing these supplies. The bids will be opened November 7.

Back of the simple fact that the government is seeking tenders for furnishing these supplies lies the fact that a test is to be made by the quartermaster general's office of the ports of the Pacific coast with the idea of determining beyond question which port or ports is or are most advantageous from which to ship supplies to Manila. Hay and grain are needed for the cavalry horses and army pack mules in the Philippines, and the government has ascertained, at considerable trouble and expense, that shipments can be made with more advantage and greater economy of time and money from the Pacific coast ports than from those of the Atlantic.

According to the advertisement published by the quartermaster, bids will be asked for the oats and hay delivered at either Seattle, Portland or Tacoma. The bidders are requested to state their price per 100 pounds of oats and hay, the oats to be double sacked, each sack containing 100 pounds or thereabouts, the hay to be compressed. The bidders are also requested to state the amount of cubic feet per ton of hay which it is proposed to sell to the government.

A vital point in making the award of the contracts will be the question of hay compression. Under the ordinary method of baling hay, a ton in weight fills a space of 120 cubic feet, or approximately three tons space, dead weight, as currently estimated in determining steamer transportation charges. A new method of compressing hay is in vogue in the East, by which the bulk of the compressed article is greatly reduced from former standards, being as low in some instances as 50 cubic feet to the ton.

MULES FROM NEW ORLEANS.

England Purchasing in This Country
for South Africa.

On board S. S. Montezuma, New Orleans, Oct. 21.—Tomorrow morning this ship will sail for Cape Town, South Africa, with the largest cargo of live stock that ever left this country, or for that matter any other. Among her cargo will be 2,623 mules destined for the use of the British troops in their campaign against the Boers. Five hundred and twenty-nine of these are accommodated with standing room on the upper deck. Seven hundred and fifty more are quartered on the 'tween deck, and a like number will stow to death on the cattle deck.

In front of the line of mules rung a hay rack and water trough, the former of which is filled from a gangway running the whole length of the ship, while through the latter, except when the mules are eating from it their ration of grain, water is continually running. To the rear of the line runs another gangway used for cleaning and bedding. Each pen, which is nine feet feet wide, contains five mules.

The daily ration for each mule is twelve pounds of hay, five pounds of oats and an equal amount of corn bran and 56 pounds of water. To insure a sufficient supply of fodder the Montezuma carries thirty-eight cars of fair No 2 timothy hay, six cars of oats and eight of bran. Their drink will be Mississippi river water, 3,000 tons of which are stowed in the thirteen watertight compartments into which the hold is divided. This water also serves as ballast to counteract the heavy deck load, so as fast as the tank is emptied it will be refilled with sea water in order to keep the vessel on an even keel.

As far as comfort is concerned, the mules on the upper deck will have much the best of their companions below, but their position, should the boat encounter a bad storm, is dangerous, for if not washed overboard by heavy seas they would probably be sacrificed to insure the safety of the ship, though if the voyage is a calm one fully 90 per cent of these should be safely landed. Those on the 'tween deck will get a reasonable amount of air and will be safe in heavy weather, so probably 80 per cent of them will live to trend African soil. But though over fifty tons of sawdust has been used to insulate the boilers, the heat of the cattle deck when passing through the tropics will be intense, so it is not probable that over a third of its occupants will survive the voyage.

Next to the Oceanic of the White Star Line the Montezuma is the largest ship afloat. This is her maiden voyage,

Woman's Best Friend Dirt's Worst Enemy



as the only left the shipbuilders' hands all flying the English transport ensign, Sept. 12 last. She was built on the Clyde by that well-known firm, Alexander Stevens & Co. of Glasgow, and is owned by Elder, Demster & Co., limited. This company controls several lines of steamships, among others the British and African Steam Navigation Company, on which line twenty-three large freighters are employed. The African Steamship Company, which finds occupation for twenty-eight boats; the Cie Belge Maritime de Congo, on which four fine passenger boats ply; the Beaver Line, from Liverpool to Montreal; and the British Dominion Line, which plies from Bristol, England to Montreal and Quebec in the summer and to New Orleans in the winter.

This latter line requires a fleet of twenty-five steamers of large tonnage to handle its business, and the Montezuma was built to take the place of one of them recently wrecked in the St. Lawrence, which she doubtless will do as soon as her charter by the British government expires. Her dimensions are: Length over all, 600 feet; beam, 60 feet; depth of hold, 34 feet; draft when loaded, 25 feet; height of bridge from water level when loaded, 46 feet; carrying capacity, 11,000 tons dead weight, or 30,000 bales of cotton. Her cattle and 'tween decks are arranged to carry 1,000 head of cattle in comparative comfort. When in regular service she will carry none on the upper deck.

The Montezuma is under the command of Skipper William Owen, one of the oldest captains in the company's employ. Lieutenant Mullens of the famous Sixteenth Lancers is the military officer in charge, and Major Palin, once a famous Irish stoic chase rider, but now a trusted veterinary surgeon in her majesty's service, will endeavor to care for the sick. His job may prove no sinecure, for mules are never very good travelers, and so overcrowded is the Montezuma, that he is sure to have plenty of long-earred patients. A hundred and twenty-five roustabouts have been taken on board to look after the live cargo. The terms on which these men are hired at \$15 for the trip and a free passage home on any of the company's boats sailing within fourteen days of their arrival in Cape Town. The distance from New Orleans to that port is 7,450 miles, and though the ship's officers look forward to making the run in twenty-six days, they will probably be lucky if they enter Sable bay in thirty, so that \$15 seems mighty small pay for the round trip. Still no difficulty has been found in securing good men for that purpose—amount, though it would be safe to bet that anyone who wants to ride from Cape Town to New Orleans will be able to get a long ocean voyage and thirty days' board for a dollar or two, as about all the mule tenders leaving on the Montezuma have determined to take a hand in the fighting, unless it is all over when they arrive.

The crew of the boat consists of only seventy men all told, so did the mule tenders prove refractory they might be hard to handle. When this was pointed out to Mr. Mullens he smilingly remarked: "Oh, yes! but we have fifty cabin passengers. There are some of them," pointing to a dozen tall, bronzed men with the true cavalry swag who were peering the deck. Of course, while in Uncle Sam's territory these troopers remain in uniform, but once on the high seas they will resume the uniforms of the old Sixteenth and patrol the decks both day and night.

The Montezuma is the second vessel to clear from this port with mules for the South African campaign; the Prahl left with 670 a week ago. Nor does the Montezuma's mammoth cargo end the shipment, for the Corinth of the Cunard Line, with accommodations for a thousand hybrids, is lying with steam up less than a quarter of a mile away ready to take the Montezuma's place the moment she casts loose from the dock, while three more big freighters.

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PISO'S CURE

for Consumption

Sold by Druggists everywhere.

I began using Piso's Cure 13 years ago, and believe it saved me from consumption. My child is subject to Croup. Piso's Cure always relieves him.—Mrs. B. CRANDELL, Mannville, Ky., July 9th, 1899.

BUSINESS POINTERS.

Fresh cracked crabs at the National Cafe.
Sweet cream in any amount at the Parlor.
Hire's root beer at the Spa candy factory.
Burbank potatoes, \$1 a sack, at Pat's Market.
Jeff's is "the only" restaurant. White cooks.
Home made chocolates, 30 cents a pound at the Parlor.
Best 15-cent meal, Rising Sun Restaurant, 612 Commercial street.
We guarantee our ice cream to be made of pure cream. The Parlor.
Chili con carne and frijoles at Lee Herring's National Cafe every day.
Pleasant furnished room for rent, 245 Fourteenth street. In private family.
Until further notice the Astoria creamery will pay 24 1/2 cents for butter fat.
The latest in the confection line are those delicate Ice Cream Chocolates at The Spa.
Cold lunch, pickled pigs' feet, oysters, always's tongue, etc., at the National Cafe.
Do you know Snodgrass makes Stamp Photos? Call and see them. They are all the go.
Cream Pure Rye, America's finest whiskey. The only pure goods; guaranteed rich and mellow. John L. Carlson, sole agent.
For Rent—Furnished rooms, with first-class table board. Apply Mrs. E. C. Holden, corner Ninth and Duane streets.
Buy Roslyn coal; the best coal for heating and cooking purposes on the market. George W. Sanborn, Agent, Telephone 1311.
Boquet de Cuba and Key West Gems are the finest 5-cent cigars that ever came to this market. Henry Roe, opposite brewery.
Roslyn coal lasts longer, is cleaner and makes less trouble with stoves and chimney flues than any other. George W. Sanborn, Agent, Telephone 1311.
When in Astoria, transient guests can secure unsurpassed accommodations at the Astor House. Perfect cooking and nice, clean rooms. Rates, \$1 per day.
Visitors from Portland and elsewhere will find the pleasantest rooms in Astoria at the Bay City house, 179 Tenth street, Mrs. E. S. Andrews, proprietress.
Roslyn coal is the best and most economical coal for household use in Astoria. Try it once and you will have no other. George W. Sanborn, Agent, Telephone 1311.
Kelley's transfer wagons deliver box wood to any part of the city on short notice. All orders left at Zapf's furniture store, 830 Commercial street, will receive prompt attention. Telephone 2144.
The following reduced rates are in effect via the O. R. & N. between Astoria, Portland and intermediate points along the river: Fare, 25 cents; section, 25 cents; lower or upper berth, 50 cents each; stateroom, 75 cents.
Go to the Columbia Electric and Repair Company for all kinds of new and repair work, from a cambric needle to a bicycle, boiler or engine. Quick work and satisfaction guaranteed. Logging machinery of all kinds a specialty. Shop opposite Ross, Higgins & Co.
The concert hall opened by Charlie Wise at No. 339 Astor street is the one and only popular resort of its kind in that vicinity. Mr. Wise is doing something new among concert halls. He is not only selling a class of pure liavors, but is giving his place a management which insures gentlemanly attention and treatment to his patrons. The good music and the crowd will be found at Charlie Wise's place.

IMPROVED TOURIST SLEEPERS.

Railroads Are According to Demands of Middle Classes Who Want Better Sleeping-Car Service.
In response to the demands of the times the O. R. & N. and its connections are placing in operation a much better grade of tourist sleepers for Pacific coast service than at any previous time. The largely increased traffic to this section of the country has demanded all the improvements of latter-day transportation, and in consideration of this the railroads are establishing a service which is excellent in every particular. Not only are the wishes of first-class passengers served, but those who are traveling to and from the East on second-class tickets are splendidly cared for. There was a time when a tourist sleeper appealed to a limited number of people who were traveling on the "cheap" order, in every meaning of the term. Now, however, there has been a radical change. With the better tourist sleepers in operation the class of passengers has been improved, and one may now travel upon them and enjoy all the privileges of a first-class sleeper at a greatly reduced rate. Daily, on the O. R. & N. east-bound fast mail, is attached one of these latest improved tourist sleepers, a model of beauty and handsome appointments. The new cars are almost an exact counterpart of the first-class sleepers. One noticeable feature of the new tourist cars is the absence of a smoking apartment. The new cars being built by the Pullman Company are not provided with smoking apartments. This is due to the fact that most through trains are provided with composite cars, which provide a smoker for the sleeping-car passengers.

ASTORIA AND COLUMBIA RIVER RAILROAD.

LEAVES	PORTLAND	ARRIVE
8:00 a. m.	Portland Union Depot	11:15 a. m.
7:00 p. m.	for Astoria and return	9:40 p. m.
IMMEDIATE POINTS		
ASTORIA		
7:45 a. m.	for Portland & in-11:20 a. m.	
6:10 p. m.	intermediate points	10:20 p. m.
SEASIDE DIVISION		
8:00 a. m.	Ar	8:00 p. m.
5:00 11:30 Lv	Astoria	Ar 7:00 4:30
5:30 12:30 Lv	Warrenton	Ar 7:30 5:30
6:30 1:00 Ar	Seaside	Lv 6:15 3:30

SPECIAL SEASIDE SUNDAY TRAIN
Leaves Astoria at 8:30 a. m.; arrives at Seaside 9:45 a. m.
Passengers may return on any train shown on schedule on same date.
ALL TRAINS to and from Seaside run off Flavel and Hammond via Warrenton.
All trains make close connections at Goble with all Northern Pacific trains to and from the east or Sound points.
At Portland with all trains leaving Union Depot.
At Astoria with I. R. & N. Co's boat and rail line to and from Ilwaco and North Beach points.
THROUGH TICKETS on sale at Astoria for Sacramento, San Francisco, all Eastern and European points.
City ticket office Astoria, 524 Commercial street.
J. C. MAYO,
Gen'l Frt. & Pass. Agent.

J. A. Fastabend

General Contractor and Builder
House-moving Tools for Rent

L. LEBECK

Carpenter and Builder
General Contractor
HOUSE RAISING AND MOVING A SPECIALTY

GREAT NORTHERN RAILWAY

TICKETS to all POINTS EAST
Through palace and tourist sleepers, dining and library observation cars. ELEGANT VESTIBULE TRAINS. No. 4 Limited leaves Portland at 2:10 p. m. No. 3 Limited arrives Portland at 3:30 a. m. For rates, etc., call or address G. W. LOUNSBERRY, Agent O. R. & N., Astoria.
OR A. B. C. DENNISTON, C. P. & T. A., Portland Ore.

WHITE COLLAR LINE

Columbia River and Puget Sound Navigation Company.
Halley Gatzert leaves Astoria daily, except Sunday, at 7 p. m.
Leaves Portland daily except Sunday at 7 a. m.
White Collar line tickets and O. R. & N. tickets interchangeable on Halley Gatzert and Hassalo.
A. J. Taylor, Astoria Agent.
U. B. SCOTT, Telephone 111, President.

THE BITER BIT.

How the Gambler Was Beaten by a "Green" Hand.

He looked green, but appearances are often deceitful, as a certain card sharper found out in this particular instance, says the Memphis Scimitar. The green-looking individual let a hint drop where the card sharper could hear it that he had considerable money in his clothes. The sharper spotted him at once, and went angling for the sucker. He was not hard to land, and in less than an hour the two were seated in an up-town resort playing seven-up. The green man had a big roll, and the sharper's eyes glistened as he calculated to himself what he was going to do with it when he got it.
In order to bait the green hand the sharper let him win a hand occasionally, and in the course of an hour's play these winnings amounted to a goodly sum. The sharper noticed that when the green man lost he paid his bets out of his right trousers pocket, but when he won the money went into his other pocket. He thought this was only a precaution all farmers worked when gambling in the city, and said nothing about it. Finally the green looking man declared that he was broke and the game ended. He had lost about \$500, and the sharper to do the right thing, called him up to the bar and ordered a bottle of champagne. He threw out one of the newly won \$10 bills, and to his astonishment it was returned as counterfeit. He tried others, but they were done the same way.
"Well, lemme pay for your champagne," said the green looking individual. "You see, I just beat you at your own game, old man. You got all my counterfeit money and I got all the good coin. See?"

NEW BUSINESS LOCALS

Do you want a good meal when you visit Portland? If so, go to the Portland restaurant, 305 Washington street.
If you want any Health Food that your grocer does not have, write Knapp Bros. Health Food Co., East Portland, Ore.
Knapp Bros. Health Food Company, East Portland, carry a full line of all the Battle Creek Sanitarium Health Foods.
E. House's Cafe at 128 Third street, Portland, is regarded by many people as the leading restaurant in the Pacific Northwest.
Encyclopedia Britannica, 23 vols., sheep, \$25. Best teachers' Bible, new, 30c, at Hyland's Bros.' Book Store, Portland. See advertisement.

NORTH PACIFIC Dental College

15th and Couch Sts., Portland.
Member of National Association of Dental Faculties.
Formerly Tacoma College of Dental Surgery.

Dental Infirmary open daily from 9 a. m. to 5 p. m. Free oral surgical clinic Saturday, 1:30 p. m. to 3 p. m. A. R. Baker, D. D. S., Demonstrator in charge.
Students desiring information, address North Pacific Dental College, Fifteenth and Couch streets, Portland, Oregon.

Why is Watson's restaurant in Portland patronized by thousands of people daily?

Simply because it is the largest, finest and best equipped eating resort on the Pacific coast. Watson's restaurant has sixty-eight white employees on its pay roll. Remember the location, 109-11 Fourth street.
All kinds of reading! There is only one place we know of in Portland where you can find all the latest books

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